

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE
Arizona Department of Transportation Board Room 145-147
206 South 17th Avenue
Phoenix, AZ 85007

Meeting Minutes
July 22, 2004

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation, Board Room 145-147, 206 South 17th Avenue, Phoenix, Arizona on July 22, 2004 with F. Rockne Arnett presiding.

Members Present:

Roc Arnett, Chairperson
Terry Rainey, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3

Members Absent:

Benjamin M. Bethel, Maricopa County District 5
Dwight Amery, Member-at-Large

Others Present:

Elizabeth Neville, ADOT
Bill Hayden, ADOT
John Pein, ADOT
James Young, ADOT
Diane Kresich, ADOT
Ed Johnson, citizen

Sandra Quijada, ADOT
Dan Lance, ADOT
Doug Forstie, ADOT
Andy Smith, ADOT
Chuck Ullman, citizen
Joe Ryan, citizen

1. Call To Order:

Chairperson Roc Arnett called the Citizen's Transportation Oversight Committee meeting to order at 4:30 p.m.

2. Approval of Minutes, May 18, 2004:

Chairman Arnett called for a motion. Mr. Rainey moved to approve the minutes of the May 18, 2004 meeting. Mr. Lykins seconded the motion passing unanimously.

3. Staff Report:

Bill Hayden, ADOT, reported the following information:

- Regional Freeway System 2005 Performance Audit will get underway soon. A representative of the Auditor General's Office will attend the next CTOC meeting to preview and discuss the audit. The Auditor General's staff has been asked to not only review the audit, but to answer member questions regarding the expanded role of CTOC should the half-cent sales tax be approved by voters in November. The CTOC budget has adequate funds to pay the estimated \$350,000 cost of the audit.
- SR 51 I-10 to Shea Boulevard (Design Build) – Construction activities continue: noise walls, freeway management system, landscape restoration and punch list. Ames Construction & Edward Kraemer & Sons are scheduled to complete construction in July 2004.
- Price (101L)/Santan (202L) TI, East ½ (Price to Dobson) – Drainage channel, electrical work and other miscellaneous work are underway. Edward Kraemer & Sons Inc. expects to complete construction in August 2004.
- Santan Freeway (Loop 202) Dobson Road to Arizona Avenue – Construction activities continue: Drainage channel excavation, bridge construction (Dobson Road, Alma School Road, Arizona Avenue) and miscellaneous work. Edward Kramer & Sons, Inc. expects to complete construction in December 2004.
- Santan Freeway (Loop 202), Greenfield/Ray Bridge Construction – Contractor is continuously working on bridge construction. Pulice Construction expects to complete in October 2004.
- Santan Freeway (Loop 202) Elliot Road to Baseline Road – Construction activities continue: Noise wall, placing top soil and bridge construction (Baseline Road, Elliot Road and Guadalupe Road). Pulice Construction expects to complete construction in December 2004.
- US60/202L, Phase I – Construction activities continue: Noise barrier walls and multiple bridge structures. FNF Construction expects to complete construction in December 2004.
- Grand Avenue (US 60) 43rd Avenue and 51st Avenue – Construction activities continue: Earth work, storm drain, signals, lighting, walls, miscellaneous concrete items and bridge construction. Edward Kraemer & Sons is scheduled to complete project in November 2004.
- Grand Avenue (US 60) 55th Avenue - Construction activities continue: Noise walls, earth work, embankment, drainage, bridge construction and miscellaneous concrete work. Edward Kraemer & Sons is scheduled to complete project in December 2004.
- Grand Avenue (US 60) 75th Avenue – Construction activities continue: Earth work, underground work, drainage, walls, bridge construction and miscellaneous concrete works. Pulice Construction is scheduled to complete project in December 2004.
- Grand Avenue (US 60) 67th Avenue – Construction just started (haul earth work material and started bridge works). FNF is contractor and project is scheduled to complete in early 2006.
- Red Mountain Freeway (Loop 202) Higley Road to Power Road – Construction activities continue: Noise walls, roadway excavation, underground work and bridge construction at Recker Road. Sundt is contractor and this project is scheduled to complete in June 2005.
- Santan Freeway (Loop 202) Arizona Avenue to Gilbert Road – Construction activities continue: Utility work, bridge construction (Cooper Road and Gilbert Road) embankment work and pump house construction. Pulice Construction is scheduled to complete project in November 2005.
- Santan Freeway (Loop 202) Power Road to Elliot Road – Construction activities

continue: Paving, bridge construction at Higley Road and Power Road and miscellaneous works. Pulice Construction expects to complete construction in June 2006.

- South Mountain 202L Corridor – Gathering data on the three Gila River Indian Community (GRIC) alignments. Informational video distribution was made to GRIC on June 1st. Meetings with GRIC districts begin next month to discuss video and to identify other potential alignments. Continuing development of the three proposed connections to I-10 Papago at 57th Avenue, 71st Avenue, and SR101L (Agua Fria Freeway). Both Tolleson and Avondale have provided formal Council Resolutions expressing opposition to an alignment on 99th Avenue.
- Estrella Corridor 303L Happy Valley Road to I-17 – An initial DCR is underway. A state Environmental Assessment (EA) is being prepared for Happy Valley Road to 43rd Avenue. A Federal EA is being prepared for 43rd Avenue to I-17.

4. Status of Maricopa & Pinal County Freeway Corridor Definition Studies:

John Pein, ADOT, explained a corridor definition study is a planning level study. Technical Advisory Committees were established and a lengthy meeting was held to discuss the four studies. TAC members, ADOT and the consulting team will work cooperatively to develop a scope of work and public meetings will be held along the corridors. The consultants will be asked to develop evaluation criteria, which will be used to determine where the corridor should be and the type of facility that should be constructed. A second round of public meetings will be held wherein they will make their recommendations known to the public and the recommendations will be taken to the Transportation Board in November 2005. Thirty consultants were interviewed on July 19 and their proposals are due back on August 6. Three separate selection committees have been established and a Notice to Proceed will be sent to three different firms on September 17. All eleven firms that have an opportunity to respond have been told that no one firm will get more than one contract and that they will work cooperatively to develop the process. He said, depending on the direction of the Board in November 2005, additional studies may be warranted to further develop the corridors. Chapter 3 of the MoveAZ Transportation Plan includes a recommendation that these studies be done.

The following questions and comments were made:

- Chairperson Arnett suggested they refer to the I-10 Forest Junction as “East/West” and the next one as “North/South”.
- Chairperson Arnett asked to see a copy of the MoveAZ plan. Mr. Pein offered to provide members with copies of the plan, pointing out the document will be in draft form until the Board approves it at its September meeting.
- Mr. Gawlitta suggested they hold CTOC meetings to coincide with the meetings being conducted with regard to MoveAz.
- Chairperson Arnett asked that the north end of the north/south corridor be moved further east as it moves past the intersection of the east/west corridor. Mr. Pein stated doing so will serve no useful purpose, but they will either eliminate it or move it. He explained it is difficult when doing a study with federal funds to have anything that suggests they know where that particular corridor is going to be.
- Mr. Hayden asked Andy Smith to update the Board as to what has occurred in Apache Junction. Mr. Smith explained the Chamber of Commerce is attempting to derive an Economic Development Plan. He said he has already met with Apache Junction once to discuss each corridor and two additional meetings are scheduled for the future.

5. CTOC Budget for FY 04-05:

Bill Hayden, ADOT, presented the FY 2004/05 Budget for CTOC. He said the proposed budget totals \$378,000, of which approximately, \$350,000 will be used to pay for the Performance Audit.

The following questions and comments were made:

- In response to Chairperson Arnett's question, Mr. Hayden explained the audit is in the FY 2004/05 budget because preparation of the audit will occur sometime after January 2005.

A motion to approve the Fiscal Year 2004-2005 Budget, which includes \$350,000 for the FY 2004 Performance Audit, was made Mr. Lykins, seconded by Mr. Rainey and passed unanimously.

Mr. Hayden also asked members to complete the staff performance evaluation form.

6. Red Mountain, Power Road to University Update:

Bill Hayden, ADOT, stated a major cost increase for this section of the Red Mountain has been proposed to and recommended for approval by the MAG Committees. He said the same presentation will be made at next week's Transportation Policy Committee and Regional Council meetings. He reported the Power Road to University section of the Red Mountain is scheduled for utility location in the Spring of next year with the onset of construction in the Summer/Fall of 2005. He explained the state prepared an Environmental Assessment (EA) and preliminary design in 1988 for the subject section, predicated on the freeway being located somewhere in the area. He said the EA anticipated a total cost of \$80 million. He said, subsequently, they began constructing the Red Mountain to the west and, as they proceeded easterly and infill occurred, it became apparent that if federal funds would be used for this section they would have to do an Environmental Impact Statement (EIS). He said two major features in the area south of McDowell Road will affect constructability, the Spook Hill flood retarding Structure and the Central Arizona Project. He said reevaluation of the area began in 1998 and eight alternative alignment locations were identified. He said it was also determined the 4F statement would have to address the impacts of Red Mountain Park. He said, fortunately, the City of Mesa, Maricopa County Flood Control District, and BLM had the foresight to identify a transportation corridor prior to the identification of the boundaries of the park, which lead to their receiving 4F approval. He said the decision was made to put the freeway upstream from the flood retarding structure and, in order to protect the freeway in the flood area, to construct a four mile levee upstream from the freeway. He said of the \$54 million increase, \$19.5 million is the result of the work being done in the flood pool area. He noted consideration was given to building the freeway on top of the structure, but after further testing, the structure was found to be unsuitable and the neighborhoods in the area were adamantly opposed to such an alignment. He said, as a result of their decision to locate the freeway upstream from the flood retarding structure, they had to revisit structures at the interchanges at Brown Road, McKellips Road and McDowell Road and upgrade all features associated with the arterial streets. He said the cost of those improvements totaled \$14 million. He stated, furthermore, five new bridges will be built across the CAP, eight utility roads will be added in the area, and they will tie into the existing bicycle and hiking paths. He noted they also agreed to do extensive landscaping in the area. He stated the first full set of 30 percent plans, which include a change to accommodate a 100 year flood event, reflects a cost increase of \$54 million for a project total of \$135 million.

He stated, however, the facility will be significantly better, safer, and more capable of handling continued growth. He confirmed there are sufficient funds in the budget to accommodate the cost increase. He said, to date, there has been very strong support for the project. He pointed out one mile of freeway today is estimated to cost \$39 million, stating the four subject miles come out to a cost of \$35 million per mile.

The following questions and comments were made:

- Mr. Lance pointed out the only significant scope changes since the EIS study have been to increase the levee to accommodate a 100 year flood event and to widen the crossroads to six lanes. He noted they went through two rounds of value engineering studies to optimize the design.
- Mr. Rainey asked how much of the area will be destroyed and will it be enough to excite environmental groups. Mr. Hayden said he believes they have satisfied various groups, including environmental groups. He stated the consensus of all of the neighborhoods is that they support and approve of the concept.

7. Call to the Public:

Joe Ryan, citizen, submitted a written copy of his comments for the record. He asked that a document he presented at the MAG Regional Council meeting be put into the record as well. He said the planning that has been done and the Maricopa County 20 Year Transportation Plan calls for a trolley car and commuter rail. He said trolleys are slow and commuter rail is subject to both weight and speed limits. He suggested Arizona develop a transportation system using wide bodied airplanes that already exist. He stated the corridor studies will put more traffic on the roadways, but will do nothing to make Arizona a greater state. He asked the Committee to put this issue on the agenda of a future meeting.

Chuck Ullman, citizen, stated he represents the Property Owners and Residents Association of Sun City West. He said it was refreshing to hear the residents were considered in the development of the east valley freeway, but residents in his community have been asking when and where construction will occur to relieve congestion in the northwest valley, particularly in the Sun City West area. He asked how the half-cent sales tax will affect the west valley and aid residents who commute to other areas.

Chairperson Arnett asked Mr. Hayden to provide Mr. Ullman with a brochure.

8. Next Scheduled Meeting:

Tuesday, September 14, 2004, 6:00 p.m.
Town of Gilbert Council Chambers
50 East Civic Center Drive
Gilbert, Arizona 85296

9. CTOC Member Reports:

Mr. Gawlitta showed a picture of a rail system currently in use in Germany, stating it shows how Arizona will look with street cars running down the middle of its streets. He voiced his opposition to the CTOC letter endorsing the extension of the half-cent sales tax, stating he cannot support any kind of sales tax extension that allows Phoenix to waste even more than it already has. He pointed out the letter only carried the signatures of two of the six members on

the Committee. He noted a lot of money has been spent to promote the extension of the sales tax, while those against the sales tax extension have had essentially no voice. He thanked Mr. Ryan for his efforts, stating he only wished people would listen to him. He said he would like to see, first, the suggestions of those who take the time to address the committee shown in the minutes and, second, where some consideration has been given to those comments.

10. Closing Comments and Adjournment:

Dan Lance said, in response to William Crowley's previous request, a report on bicycle and pedestrian access and movements was developed. He said copies of the report will be sent to Mr. Crowley.

Mr. Hayden suggested they hold the September meeting in the west valley and the November meeting in Gilbert or Chandler. Chairperson Arnett agreed. Mr. Ryan pointed out a previous meeting that was held in the Sun City/Sun City West area was attended by over 80 citizens.

Chairperson Arnett said, while Mr. Gawlitta and Mr. Ryan's comments are well taken, he does not know how to approach building a recommendation to the light rail people since the committee has no jurisdiction over other forms of transportation.

Mr. Ryan pointed out Chairperson Arnett just sent a letter recommending light rail. Chairperson Arnett explained the letter was in regards to Proposition 400, the extension of the half-cent sales tax. Mr. Ryan noted \$2.3 billion or 15 percent of the entire budget for Proposition 400 is for light rail.

Meeting adjourned at 6:00 p.m.